

The Coliage of Japan. On matters of trade and currency, which, as we so well know, have the most direct and vital bearing upon each other, the people of Japan have been instructed to some extent by the Dutch, with whom their trading transactions have hitherto been almost exclusively carried on.

The London City Press says:—"The first known newspaper advertisement is one which refers to the theft of two horses. It is contained in an early number of a paper called the Imperial Intelligencer, published in the year 1648. It was inserted by a gentleman of Candish, in which were various notices of several years, until we approach the era of the London Gazette. Here, for some time, they appeared no very definite form, consisting merely of short official notices by the city authorities, each Gazette, and not headed with the title of 'advertisement.'"

Old Documents in France. The Council-General of the Department of Seine Inferieure at its last session received a report on the contents of the archives. The catalogue of these records is a very curious detail of the prison discipline used in the sixteenth century. One of these documents is described by a Paris journal.

MISCELLANEOUS ITEMS. —The amount paid for freighting over the Santa Fe route last year was \$22,000,000. —John Brougham calls the victims of pretty water-gate Saloomies. —The gentleman who took the chair was not arrested for larceny. —Madders colors red. This is the reason why the madder you get the redder you grow. —The yield of chestnuts, walnuts, and butternuts in Vermont this season, will be larger than any previous season for many years. —Mrs. Ellis, the author of "The Women of England," has in press a new three-volume novel entitled "Northern Roses."

INSURANCE COMPANIES. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1855. Office, S. E. corner of THIRD and WALNUT Streets, Philadelphia.

FRANKLIN FIRE INSURANCE CO. OF PHILADELPHIA. OFFICE: NOS. 435 AND 437 CHESTNUT STREET. ASSETS ON JANUARY 1, 1867, \$2,553,146-18.

INSURANCE COMPANY OF NORTH AMERICA. OFFICE, No. 23 WALNUT ST., PHILADELPHIA. INCORPORATED 1794. CHARTER PERPETUAL. CAPITAL, \$500,000.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA. INCORPORATED 18th MONTH 1858. CAPITAL, \$1,000,000. PAID IN, \$1,000,000.

PHOENIX INSURANCE COMPANY OF PHILADELPHIA. CHARTER PERPETUAL. INCORPORATED 18th MONTH 1858. CAPITAL, \$1,000,000.

INSURANCE COMPANIES. BROOKLYN LIFE INSURANCE COMPANY OF NEW YORK, MUTUAL. POLICIES NON-FORFEITABLE. Thirty days grace given in payment of Premiums.

INSURANCE COMPANIES. GIRARD FIRE AND MARINE INSURANCE COMPANY, (No. 639). N. E. COR. CHESTNUT AND SEVENTH STS. PHILADELPHIA.

INSURANCE COMPANIES. LUMBER. 1867—SELECT WHITE PINE BOARDS AND PLANK.

INSURANCE COMPANIES. 1867—CEDAR AND CYPRESS SHINGLES. 1867—WALNUT BOARDS, WALNUT PLANK, WALNUT STICKS.

INSURANCE COMPANIES. U. S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. FIFTEENTH ST. ESLER & BRO., Proprietors.

INSURANCE COMPANIES. J. C. PERKINS, LUMBER MERCHANT. Successor to R. Clark, Jr. No. 324 CHRISTIAN STREET.

INSURANCE COMPANIES. STOVES, RANGES, ETC. NOTICE—THE UNDERSIGNED would call attention of the public to his NEW LOW PRICED STOVE.

INSURANCE COMPANIES. FERTILIZERS. AMMONIATED PHOSPHATE, AN UNRANSURED FERTILIZER. For Wheat, Corn, Oats, Potatoes, Grass, the Vegetable Garden, Fruit Trees, Grapes, Vines, Etc. Etc.

RAILROAD LINES. READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA.

RAILROAD LINES. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M. and 5:00 P. M. trains.

RAILROAD LINES. PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. Commencing MONDAY, September 20, 1867. Trains will leave Depot, corner Broad Street and Washington Street.

RAILROAD LINES. WEST CHESTER AND PHILADELPHIA RAILROAD. On and after MONDAY, October 1, 1867. Trains will leave Depot, Thirtieth Street and Chestnut Street.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, May 1, 1867. Leave Philadelphia at 7:15 A. M., 12 M., 12:30 P. M., 4:30 P. M., 6:30 P. M., 8:30 P. M., 10:30 P. M.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, May 1, 1867. Leave Philadelphia at 7:15 A. M., 12 M., 12:30 P. M., 4:30 P. M., 6:30 P. M., 8:30 P. M., 10:30 P. M.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, May 1, 1867. Leave Philadelphia at 7:15 A. M., 12 M., 12:30 P. M., 4:30 P. M., 6:30 P. M., 8:30 P. M., 10:30 P. M.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, May 1, 1867. Leave Philadelphia at 7:15 A. M., 12 M., 12:30 P. M., 4:30 P. M., 6:30 P. M., 8:30 P. M., 10:30 P. M.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after Wednesday, May 1, 1867. Leave Philadelphia at 7:15 A. M., 12 M., 12:30 P. M., 4:30 P. M., 6:30 P. M., 8:30 P. M., 10:30 P. M.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. 1867—FOR NEW YORK.—THE CAMDEN RAILROAD. And Amboy and Philadelphia and Trenton Railroad Company.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Monticello, and Wyoming.